

**ADDENDUM NO. 14  
TO THE  
FINAL ENVIRONMENTAL IMPACT STATEMENT  
FOR THE SNOHOMISH COUNTY  
COMPREHENSIVE PLAN 2015 UPDATE**

**Adoption of 2018 County-Initiated Amendments to the Snohomish County  
Growth Management Act (GMA) Comprehensive Plan  
Related to Transportation Element Amendment (GPP 18-6)**

**Prepared Consistent with**

The Washington State Environmental Policy Act of 1971  
Chapter 43.21C Revised Code of Washington  
Chapter 197-11, Washington Administrative Code  
Snohomish County Code Title 30



**Snohomish County Planning and Development Services**

**Date of Issuance: July 13, 2018**

## FACT SHEET

<b>Project Title:</b>	2018 County Initiated Comprehensive Plan Amendment - Transportation Element Amendments (GPP 18-6)
<b>Proposed Non-Project Action:</b>	The proposed non-project action, GPP 18-6, amends the Transportation Element (TE) by revising the Arterial Circulation Map and Countywide Bicycle Facility System Map by adding an arterial/bicycle facility crossing of I-5 at 148 <sup>th</sup> St SW and a realignment of Ash Way along 22 <sup>nd</sup> Ave W with a bicycle facility.
<b>Purpose of the EIS Addendum:</b>	<p>This addendum adds information relating to the non-project programmatic county action described above. All SEPA requirements with respect to this non-project action will be satisfied by the issuance of this addendum to the Final Environmental Impact Statement (FEIS) for the Snohomish County GMA Comprehensive Plan (GMAC) 8-Year update prior to the planning commission's public hearing on the proposed GPP 18-6 – Transportation Element Amendment. This addendum will add information pertaining to the proposed amendment to the TE. However, this information does not change the analysis of previously identified significant impacts of alternatives analyzed in the county's GMACP 8-Year Update EIS dated September 8, 2014, (Draft EIS) and June 3, 2015, (Final EIS) in which more significant plan changes were proposed. No new significant environmental impacts from this proposal have been identified.</p> <p>This addendum is being issued in accordance with WAC 197-11-625 and WAC 197-11-630. The adopted environmental documents listed herein, together with this addendum, meet Snohomish County's environmental review needs for the current proposal.</p>
<b>Description of Proposal:</b>	The proposed changes in GPP 18-6 is necessary to provide additional east/west bicycle and roadway connectivity and congestion relief. The proposed GPP 18-6 amends the Arterial Circulation Map, Countywide Bicycle Facility System Map, and the County Total Arterial Mileage by Classification Table. The proposed GPP 18-6 includes an additional future roadway and bicycle facility crossing of I-5 at 148 <sup>th</sup> St SW. The new crossing of I-5 at 148 <sup>th</sup> St SW will improve east/west capacity, transit mobility, and access to future light rail stations. The proposal also includes an arterial realignment of Ash Way along 22 <sup>nd</sup> Ave W from the Ash Way Park and Ride to 164 <sup>th</sup> St SW. This future realignment would reduce congestion by allowing the current signalized intersection of Ash Way and 164 <sup>th</sup> St SW to be shifted further west and away from traffic operation conflicts at the I-5 on/off ramp intersection. The proposed new arterial alignment will also include non-motorized facilities.
<b>Location of Proposal:</b>	The proposed amendments to the Transportation Element would apply to specific roadways and transportation facilities in the southwest unincorporated areas of Snohomish County.

**Action Sponsor** Snohomish County Department of Planning and Development Services  
**Lead Agency:** 3000 Rockefeller Avenue, M/S #604  
Everett, WA 98201-4066

**Required Approval** Snohomish County Council – adoption of an ordinance  
**Review:** Washington State Department of Commerce – coordination of state  
comments

**Circulation and** This addendum, or notice of availability, is being sent to all recipients of the  
**Comment:** previously issued Final EIS for the Comprehensive Plan 2015 Update as  
required by WAC 197-11-625, and also to all commenters on that EIS. No  
comment period is required for this addendum under WAC 197-11-  
502(8)(c).

**The EIS Addendum** Aaron Lee, Senior Transportation Planner  
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**Date of Issuance:** July 13, 2018

**SEPA Responsible** Barb Mock, Director  
**Official:** Snohomish County Planning and Development Services  
3000 Rockefeller Avenue, M/S #604  
Everett, Washington 98201-4066

Signature   
Barb Mock, Director

## ENVIRONMENTAL REVIEW

### **Overview:**

The adoption of amendments to the GMA Comprehensive Plan is a non-project action under the Washington State Environmental Policy Act (SEPA). This Addendum is not intended to satisfy individual project action SEPA requirements (the review needed for a future site-specific land use or building permit application). This Addendum does not significantly change the analysis of impacts and alternatives contained in the Environmental Impact Statement (EIS) prepared in 2015 for the Comprehensive Plan 2015 Update, nor does it identify new or significantly different impacts.

### **Prior Environmental Review**

The county issued a Draft EIS for the county's Comprehensive Plan 2015 Update on September 8, 2014, and issued a Final EIS on June 3, 2015. The elements of the environment addressed in both of these EIS documents included elements of both the natural and built environment: earth, air, water, plants and animals, land and shoreline use, population and employment, cultural resources, transportation, energy, public services, and utilities.

### **Addendum Environmental Review**

According to the SEPA Rules, an Addendum to an EIS provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document (WAC 197-11-600(3)(b)(ii)). An Addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives identified in the prior environmental documents (WAC 197-11-600(4)(e), WAC 197-11-706).

This Addendum to the Comprehensive Plan 2015 Update EIS is being issued pursuant to WAC 197-11-625 to meet the County's SEPA responsibility. The Comprehensive Plan 2015 Update EIS evaluated plan alternatives and impacts that encompass the same general policy direction, land use patterns, capital facilities planning and environmental impacts that are expected to be associated with the proposed amendments identified in this Addendum. No additional significant impacts beyond those identified in the county's EIS for the Comprehensive Plan 2015 Update are expected to occur as a result of the proposed amendments. No additional programmatic level environmental review will be required to the extent that the existing environmental documents listed in this Addendum and other published documents have analyzed the proposed amendments.

### **Affected Environment, Significant Impacts, and Mitigation Measures – Natural Environment**

#### **1) Earth, Topography, Soils, and Erosion**

Any potential earth, topography, soils, and erosion impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

#### **2) Air Quality and Climate Change**

Any potential air quality impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC

197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

### **3) Water Resources (Ground and Surface)**

Any potential water resources impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

### **4) Fish, Wildlife, Vegetation, and Wetlands**

Any potential fish, wildlife, vegetation, and wetlands impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

## **Affected Environment, Significant Impacts, and Mitigation Measures – Built Environment**

### **1) Land and Shoreline Use**

Any potential land use and shoreline impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

### **2) Plans and Policies**

The proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are consistent with and implement relevant county, regional and state plans and policies including the GMA, the Puget Sound Regional Council VISION 2040, Countywide Planning Policies (CPP), the county GMACP, and the county Shoreline Master Program.

The proposed amendments maintain consistency with regional and local policy direction including: Multi-county Planning Policy (MPP) T-1, Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services; (MPP) T-26, Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation. Countywide Planning Policy (CPP) TR-4, which encourages counties and cities to maintain and improve existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes, General Policy Plan (GPP) TR 1.B.5 Future roadways and improvements of existing roads shall be planned to enhance multimodal traffic flow and the connectivity of countywide arterial roadways, and (GPP) TR 3.A.3 A safe system of bicycle and pedestrian facilities shall be planned for, tying together residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers.

### **3) Population, Housing and Employment**

The proposed 2018 county-initiated amendments to the GMA comprehensive plan are consistent with the CPPs and will not result in a net increase of population, housing or employment capacity.

#### **4) Cultural Resources**

Any potential impacts to cultural resources that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

#### **5) Transportation**

Any potential transportation impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

#### **6) Energy**

Any potential energy impacts that could result from the proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.

#### **7) Public Services and Utilities**

Any potential impacts to other public services and utilities including police, fire, parks, water systems, sewer and drainage systems, telecommunications and solid waste that could result from proposed 2018 county-initiated amendments to the Transportation Element of the GMA comprehensive plan are addressed in the DEIS and FEIS. Any future site-specific development or land use proposal not exempted by WAC 197-11-800 or SCC 30.61.035 would be subject to a separate SEPA review. No additional mitigating measures are warranted beyond those identified in the DEIS and FEIS.